

His Worship made a note of Mr. Denny's objections.

Captain Watson continuing.—On the 26th I took the irons off Rumbuck and confined him in a spare room, giving him his own bed and clothes. I personally attended him and gave him every comfort, also an hour's exercise every evening.

At 9.30 a.m. on the 10th April in Gaspar Straits the ship took the ground, very gently, and came off in the evening without damage. From the 26th March to May 11th the conduct of the crew was anything but what it should have been. They did their work with cursing and swearing, breaking windows on the poop, calling out when pulling on the ropes "another pull for Jesus," and "home rule, for Ireland"; one man looked down the skylight into my cabin and said "come up you old—". On May 11th at 5.30 a.m., while Bolson was at the wheel I asked him where he was going with the ship, which was sailing on the wind. He was running the ship off, and told me "not to make a fuss about it." I then took the wheel from him when he said "re-enact, you have struck me," which was a falsehood. This was entered in the log and the entry read over to him in the presence of the mate. I certainly did not strike him. On May 14th I was on deck at 2 in the morning, the chief officer's watch, and gave orders for a man to go on the look-out. It was Bolson's watch on deck and he was told to go, but refused, upon which I put him in confinement without food or water. I kept him in about 48 hours, but in passing through my cabin there was water which he could have helped himself to; he had to pass through my cabin to go to the W.C. I had another man in confinement—Rumbuck—and on the 16th the crew, all but the man on the look-out, and at the wheel came off, and demanded the release of the two men in confinement. Brennan was the spokesman. I refused to release the prisoners, upon which they went forward and very soon after came aft on the poop demanding that I should put into Hongkong, on account of the ship having been on the ground. The ship was not suffering from the stranding and was making no water, whatever; she is a good iron ship. She was on the ground on the 19th April and this was on the 15th May, up to this time they had made no complaints. The ship had been surveyed at their request and she was all right. I refused to put into Hongkong. That night at 8 o'clock they refused to release either the wheel or the look-out, and at 8.30 the man who was at the wheel left it, when it was taken by one of the officers. This was at night on the 15th May. The next day they did not do any work, so I told the cook and steward to keep clear of them. The galley door was burst open by some of them, and I saw Brennan and Mortimer take each a duck and begin plucking them; they also helped themselves to the ship's stores. They did no work on the 17th and 18th, but at 8 p.m. on the 18th, Sharkey came aft and said "I am going to turn it." I said "very good, go on the lookout"; all the rest went to bed. On the 19th at 1 a.m. Custer came aft, and I told him that anything he had to say would have to be in the presence of my officers and during daylight. I told him I would shoot him like a dog, if he did not go away. On the 19th May at 3 p.m. we made the land, but could not take in sail during a squall owing to the crew being off duty. They were engaged playing cards, smoking and sleeping. Sharkey was the only man who appeared inclined to assist, and I will give him the credit of that. Myself and the officers, the carpenter, boatswain, an apprentice, the cook and steward navigated the ship. On getting to Manila I called on the British Consul, and afterwards took four of the men before him, when they promised to return their duty. I demanded a Naval Court which was not granted for ten or fourteen days afterwards. It was on the 23rd of May when I called on the Consul. On May 26th three of the men came off, and demanded tobacco at 6 o'clock in the morning. I refused to give them any, when they refused to do duty; Brennan was the leader. A survey was held in Manila by the crew's request; a diver went down and examined her carefully, when the surveyors gave the ship first class certificate as being perfectly seaworthy. On coming on board the ship on the 19th the chief mate reported the fore-peaks of the ship full of water; they were engaged busily pumping that compartment (skew) of fore-peaks handed in to the Court; the fore-peaks is the fore hold of the ship and holds about 45 tons. The water rose to the tweed beams, and the ship was drawing 21 feet forward. The water did not rise so high as the water outside because we were working the pump, and the mate went down and managed to stop the greater part of the leak. I communicated with the Consul next morning, who appointed another survey. On examining the hold I found that two or three planks of the wooden casing of the pump pipe had been removed. The leaden pipe was pierced and the water streaming in. The pipe appeared to have been cut by a sheath-knife; the cut was across the pipe and the water came spouting through in a stream about 7 feet long. The cut could not have been well, and was assuredly willfully done—I should say with a knife; marks of such an article as a crow-bar were left on a part of the casing. The whole of the forecastle is at the disposal of the crew, and the fore-peaks got into a scuttle-hutch before the windlass. There is a fixed iron ladder for going down, down, attached to an iron bulkhead; if the bulkhead had given way the water would have run into the main hold. The cook and steward slept ast and so did the carpenter. Nobody but the sixteen men now in the dock lived in the forecastle, but I don't know who actually did the damage; I have no idea. The man Sherman reported the leak to the mate. I put into Manila to save the ship and her cargo—to do the best for the owner's interests. My cargo was iron, and stowed diagonally; it consisted of 700 tons of iron rails. The vessel tonnage is 1,266, and the crew all told numbered 24. The ship cost £9,15/- a ton, and I have been in her seven years. The man Buck, in Manila, call me filthy names and used a great deal of very bad language; one man followed me in the streets of Manila, also using very bad language. On the 23rd May, the morning after my arrival in Manila harbour, the man Rumbuck was released from iron. After the four men who had been seeing the consul came on board, the other twelve demanded to see him. They asked for a survey to be held on the ship. Rumbuck and Bolson made a charge of drunkenness against me, which is not true. Through the conduct of these men I have been very much delayed in my voyage.

At this stage the further hearing of the case was adjourned until to-morrow at 2 p.m.

THE CHINESE INSURANCE COMPANY

WINDING UP AGREED UPON.

This afternoon an extraordinary general meeting of the shareholders of this Company was held at the City Hall for the purpose of considering the state of the Company and the advisability of winding it up. The following shareholders were present or represented—Messrs. E. George (1), F. J. Rose (15), A. G. Morris (1), M. H. Gomes (1), D. R. Marcus (1), F. M. Grimes (2), J. M. de Gracia (1), Hon. T. Shimp (1), J. M. G. Manuk (1), C. C. Cohen (1), M. Grofe (1), F. T. Jerry (1), P. Chatal (1).

We do not necessarily endorse the opinions expressed by Correspondents in this column.

KOWLOON.

The Editor of the "Hercules" is requested to inform you kindly, in a few words, what is the extent of the British territory within this enclosure in the United Kingdom.

Will you kindly inform a few of your readers what is the extent of the British territory within this enclosure in Europe?

(5), J. B. Elias (1), F. Dodwell (10), C. St. Michelson (4), J. Y. V. Vernon (9), A. W. Moody (14); E. R. Belliss (1), G. von Wille (15), Argar, B. B. Tata, J. M. V. Figueiredo, (1), J. J. Chuen (5); total 216 shares. Mr. Michelson presided.

The Chairman's address was as follows:—

Gentlemen.—Your Directors have thought it advisable in the interest of the shareholders of this company to convene to-day's extraordinary general meeting, of which you have had the notice, for the purpose of considering the advisability of a voluntary winding up of this company. First of all I may mention that there have not been any recent large casualties or losses that have given cause to this movement, or have had any influence upon the Board's decision to recommend a liquidation. It is principally the general aspect and the state, to which Marine Insurance business has come to, that has prompted your Directors to come to the above determination. At our last ordinary meeting alluded to, the extremely keen competition at reduced rates; not only has this continued but it has even become worse since. Now it is evident that Insurance Companies with good constituencies and large reserve funds may be able to overcome this struggle and hold their own, but smaller companies without such constituencies and without a large reserve fund must suffer from this general state of affairs, and will hardly be able to survive such a trying period. The Chinese Insurance Company being unfortunately one of these smaller companies as above described might share this fate, if no steps were taken to save the shareholders' interests in time. I believe we are still in a position to struggle on for a while and try to overcome the present difficulties; but if you desire to continue the company working on the present basis you cannot do more than earn sufficient to pay the management of the company, and should any loss be sustained it must necessarily come from the small reserve fund of about \$28,000, and in the event of this proving insufficient the capital of the company must be applied. It is this we wish to avoid if still possible. Besides with our limited means such an attempt would be too risky. If we commence winding up at present we shall probably be in a position to save a good part of our capital, while as already pointed out we run the risk of faring much worse if we attempt to go on under the present circumstances. These are the principal reasons why your Directors must earnestly recommend you to adopt the resolution I am going to propose. There is still another and important point that has influenced us to come to this decision, that is the nature of our business. Though we are a local company I must admit we have never been able to do a large local business, nor have we succeeded in getting a decent share of it at the other ports in the Far East. By far the greatest part of our business, and especially during the last two or three years, has been done by our London branch. We have an able and hard-working man in our London agent, Mr. Guttmann; and he has certainly been trying to do his very best for the company, but the transactions at his branch have lately assumed dimensions that are too large compared with our means, and moreover they could not be sufficiently controlled by the Board here to give satisfaction. As far as our present position is concerned I regret to say I cannot give you much definite information. As we are aware it is always a rather difficult task to exactly state what the position of a Marine Insurance Company is, the more so when more or less suddenly you arrive at the decision to liquidate such company. We must hope that the winding up will turn out favorably and that at the next ordinary meeting we may be in a position to lay figures before you that will prove that such a hope had some foundation. With regard to our investments I can only repeat what I mentioned on the last occasion, namely that they stand in the books at much lower than their present value, and that when realized they ought to show a fair surplus. With these remarks I beg to propose the following resolution:—"That the company be wound up voluntarily in accordance with the company's Articles of Association and under the provisions of the Companies Ordinances '65 to '86."

In the meantime I shall be happy to answer any questions that may be asked.

Mr. Belliss seconded, and the resolution was unanimously passed without discussion. Another meeting will shortly be held to confirm it.

WASH NORTON'S "WORLD OF WONDERS."

Notwithstanding the highly unfavorable character of the weather on Saturday night, a large audience assembled at the Theatre Royal, City Hall, for the purpose of becoming acquainted with Mr. Wash Norton's famous "World of Wonders." This Company of "variety" artists came to Hongkong with a powerful reputation, and although their opening programme presented but few novel features, the performance as a whole was highly meritorious, and served to favorably introduce to the Hongkong public a clever and versatile combination.

We do not propose to club ratiocritise Saturday's entertainment in detail or at any great length, preferring to see the Company under more favorable auspices than can reasonably be looked for at an opening night before a strait audience, but we may nevertheless briefly sketch the leading features of a most excellent entertainment. Mr. Norton's "Prutean" changes were deftly carried out, the actor being greatly assisted in the success which greeted his efforts by his remarkable power of facial expression. The gentleman who calls himself Ahmed Ali Bey is a very clever conjuror, many of his illusions being new to this colony, and all were executed with the finish and dexterity of a master of the "Black Art." All Bey was gracefully assisted throughout his performance by Miss Hilda, and evoked warm applause from the Hongkong public a clever and versatile combination.

The Rev. Dr. Chalmers and family arrived by the "Formosa" from Amoy on the evening of the 31st May, towing the new dredger, which was built at Amoy for the deepening of Kelung harbour. All went well. I learn, in the beginning of the voyage; the wind being moderate, and the sea smooth, but when within ten miles of this port, the wind increased from the S.W., causing a nasty sea, making towing difficult. The tow-rope was broken, but as it was a fair wind the dredger made sail and accomplished the remainder of the voyage in safety, the "Formosa" accompanying her into port. They made the passage across in twenty-five hours. Luckily for her she did not leave two days later, or the dredger might have foundered in the bad weather before mentioned.

The steamer "Formosa" arrived from Amoy on the evening of the 31st May, towing the new dredger, which was built at Amoy for the deepening of Kelung harbour. All went well. I went to see the Company of "variety" artists, and was greatly assisted in the success which greeted his efforts by his remarkable power of facial expression.

The German steamer "Fohann" arrived at Kelung from Shanghai on the 3rd instant at 5 p.m.

I noticed in the issue of the "Mercury of May" a letter headed "Tamsui, 8th May. It ought, I think, to be headed Kelung, as the "Heron" and "Mantis" could never get into Tamsui harbour, nor is there a Palm or Kelung here.

(Note)—Our letter referred to ought to have been headed Kelung; it was a typographical error.—Ed. "Shanghai Mercury."

MANDALAY.

(FROM A TRAVELLING CORRESPONDENT.)

The modern capital of Burma consists of a series of concentric squares, and is situated on the left bank of the Irrawaddy. From the Mandalay Hill, an eminence at the north-east corner of the outer enclosure, may be obtained a magnificent view of the surrounding country. West the Irrawaddy, flowing majestically from the north, and winding south and west between the many-pagodized Saging on the west bank and the almost deserted ex-capital of Amarapura and Ava, on the east. East the fine range of mountains which shut in from that side the extensive plain of Mandalay. North and south the rich country through which the Irrawaddy meanders. The outermost wall is an earthen rampart, an irregular square, apparently between six and twenty miles in circuit; in the centre of this is the royal enclosure or citadel, a well-built, crenellated and battlemented red brick wall, about thirty feet in height, with parapets and intervals, the inner face of which is strengthened by a thick backing of earth, a square about a mile each way, surrounded by a fine broad moat, distant about eighty feet from the wall, and crossed at each end by four stone bridges.

Within this enclosure is the palace grounds, a square about a quarter of a mile each way,

of Kowloon; and exactly how far it runs back from the west side of Tsim-tsui Bay, or that point near the Police Station; also whether Stonecutter's Island is legally British territory, and oblige.

Yours truly,

ENGINEER.

Hongkong, June 18th, 1888.

(Roughly speaking, British Kowloon covers an area of about three and a half square miles. The boundary line runs direct east and west, at a distance of two miles and one-third from the point indicated; the width of the peninsula at its eastern and western extremities may be averaged at one mile and a half. Stonecutter's Island measures about one mile and a quarter from east to west and three-quarters of a mile from north to south, but owing to its irregular shape the island does not measure more than half a square mile in superficial area. It was ceded to the British at the same time as Kowloon, in October, 1860.—Ed. "Hongkong Telegraph.]

A CORRECTION.

To the Editor of the "Hongkong Telegraph."

SIR,—In your issue of the 14th inst. in the report of the case Rutledge and Others v. Strickland, it is reported that Mr. Francis stated that "defendant had handed over his business to some one else." I beg to state that I have not handed my business over to anyone.

Mr. Francis' statement was entirely incorrect and I hope that you will kindly publish this letter in your paper so as to remove any false impression that may have been circulated thereby.

Yours faithfully,

J. S. LUCAS,

221, Queen's Road,

18th June, 1888.

FOOCHOW.

We regret to learn that the squall of last Saturday (June 2nd) caused a very serious accident in the city. It is stated that a very high fire wall of a "joss" house, was blown down, burying under it several houses, and about 18 people, mostly women and children.

The steamer "Glenogle" with the first tea of the season left her mooring this morning at 8.30 a.m. for London via Singapore. She took away lbs. 3182, 120 of tea and her freight was £3 per ton. We wish her bon voyage, and the shippers a happy result of their shipments.

It is reported that the teamans made a clear profit of \$6,000 on the sale of only a couple of "chops" of tea, at the opening of the market, a larger profit than he expected to make during the whole season. We fear that if the natives continue to make profits of such magnitude, the stock must exceed what it was first computed to benefit all the species which is not devoted to drives, parks, and gardens. The Burmese are excluded from this larger enclosure at night, and the dispossessed have received a certain amount of compensation to enable them to resettle their humble tenements within the outer enclosure. This is a strong collection of villages, monasteries, and bazaars, connected by fine, broad, but very dusty roads, which have the appearance of being totally out of proportion to the low wooden or mat-built huts which form the greater part of the houses of Mandalay. Formerly the king only allowed the construction of brick houses as a special favour, but now very respectable stores and warehouses of brick are springing up in every direction; and before long, as soon as the popular mind shall have realised what security of property means, and the dacoit alarms shall have subsided, there can be no doubt that the Burmese will cease to squander their wealth upon gilded pagodas and talapoins, and will turn Mandalay into a happy hunting ground as Rangoon. At present the people look scared, underfed, and squashed, and compare very unfavourably with the Burmese of the sea-board. One of the chief sights of Mandalay is the Incomparable Pagoda, a curious six storied edifice resting on pillars, and built in the form of six concentric squares, each about one-half the area of the one below it, the whole forming a sort of pyramid; this is just below the Mandalay hill and a little to the south-east of it. The other pagodas and monasteries are legion, as they are all over Burma, a country which may be said to have devoted its wealth, its art, its intelligence, and its all to the porous housing and gratuitous feeding of a pack of beggarly priests. It must be said in favour of these, however, that their life is fairly exemplary, and that they live pretty closely up to the Buddhist standard; at all events, whatever human defects they may have, they cannot be said to turn the monasteries into hot-beds of vice. Every morning they saunter forth at daylight, in their modest dress of yellow, and collect silently from the women of each household a spoonful of cold cooked rice or other food, which they put into their black, copper-covered bowls. At about nine o'clock they may be seen returning to their monasteries, and all their eating must be done before the noon hour of every day is gone.—N. C. Daily News.

On Monday last (June 3rd) at about 8 p.m. an armed band of ten disbanded Indian soldiers attacked a Chinese bank over the bridge, and succeeded in carrying away \$3,000 in coin, after wounding one of inmates. Many such cases have already been reported in these columns, and we doubt not that the officials are well aware of the doings of these faithful servants of His Imperial Majesty; still we see nothing done to prevent the rather frequent recurrence of such cases. It is indeed a disgrace to a nation not to be able to control its own people, and we blame the officials whose utter negligence is the cause of such frequent occurrences of these barbarous deeds.—Echo.

FORMOSA.

(FROM OUR CORRESPONDENT.)

TAMSUI, 4th June, 1888.

The weather here during the past week has been dull and gloomy, and there is every appearance of a typhoon having passed very close to us. On Saturday the 2nd inst. it was blowing a strong gale from the S.W., the barometer falling all the time, the lowest reading on Sunday morning being 29.67, when after a short fall the wind shifted suddenly to N.E., blowing terribly, accompanied with torrents of rain, and at 6 p.m. the rain ceased, and the wind moderated, shifting again to S.E. In 23 hours of rain over three inches were registered.

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Within this enclosure is the palace grounds, a square about a quarter of a mile each way,

comes a strong timber palisade surrounded by a narrow ditch, (apparently intended to protect the stockade against elephants or battering rams); then a stout red brick wall distant perhaps eighty feet from the palisade. Within this last are the palace buildings, a huge collection of gilded halls, with the exception of a few garish foreign

price. The larger proportion of our stock, of all kinds, is irregular, mixed, and—in very many cases—excessively fraudulent. The dealers who have received advances on their stuff are not likely to make good any deficit. On some bales Tis. 8 have been advanced, but not even Tis. 5 can be obtained for it. In 1887 to 31st May this year, to date, the export of strawbraid was 35,000 bales; the value of the same was £1,000,000.

Tientsin export of strawbraid was 9,000 bales.

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THE HONGKONG TELEGRAPH, MONDAY, JUNE 18, 1888.

Intimations.

A. S. WATSON & CO., LTD.

WATSON'S

A STRINGENT LEMONADE.

An excellent stomachic and preventative of Diarrhoea and is recommended by the Faculty.

During the present Season, avoid all doubtful food; impure water, over-fatigue, and impure air.

A bottle of ASIATIC CORDIAL, and a bottle of the finest old LAQUEUR BRANDY, are useful things to have in the house.

The following DISINFECTANTS are reduced in price:

PERMANGANATE FLUID (similar to Condy's), 50c. per bottle or \$3 per 2 gallon jar.

CARBONIC ACID 75c. per quart bottle.

JEYE'S FLUID, CHLORIDE OF LIME and other Disinfectants at usual prices.

Special quotations for wholesale quantities.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY,

Established A.D. 1841.

Hongkong, 16th June, 1888.

DEATH.

At the Victoria Hotel, on the 18th inst., JAMES ABERNETHY, of Messrs. Abernethy & Sons, Aberdeen.

A petition embodying these facts and addressed to His Excellency the Governor is being signed by the masters and officers of ships visiting this port. They are the people chiefly concerned when Sunday work is carried on; but, apart from entering a natural protest, they have no voice in the matter themselves. If the lights come alongside the work must be done; competition is too keen for any one individual to refuse working. And what is the result? The year goes round for many without a single break in the dreary monotony of constant and unremitting labour. Sunday at sea is necessarily much the same as every other day; it has the same responsibilities, the same routine. To be given the only opportunity of a well-earned rest, besides this privilege—to make a real rest of engaging in Divine worship. But where there are no restrictions upon Sunday work this opportunity is taken away; and not only so, but the additional and harassing labour of superintending the discharging and loading of cargo is added, necessitating, even in cases where the actual business is done by native tallymen and compradores, a distinct amount of supervision, responsibility, and consequent toil.

There are many ship-owners and agents who do all in their power to make Sunday as easy a day as possible for their officers and clerks. But until a system of Sunday observance is adopted in the port the present evil cannot be remedied.

If the Sabbath has been indeed "made for man," and if the Seventh-day Rest has never been anything but a great recuperative power and a stimulus that otherwise to the world's work, why may not an effort be made, even though it should seem to incur a loss from a mercantile point of view, to restore to the Sunday that just respect which it commands from all Christian nations which have learnt to value its privileges?

This is not the first time that this question has been raised in the Colony. It is not answered by payment for overtime. It is the day of rest that is craved.

And now submitting it with all due respect to the thoughtful consideration of the Hongkong Chamber of Commerce,

I remain, Sir,

Your obedient servant,
A. GURNEY GOLDSMITH,
Seaman's Chaplain.

To H. U. Jeffries, Esq., Secretary, Hongkong Chamber of Commerce.

To His Excellency Sir William des Vieux, K.C.M.G., Governor, and Commander-in-chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same. We the undersigned Master Mariners and Officers of Vessels trading to Hongkong, respectfully beg Your Excellency's consideration to the following facts:

1.—Hongkong, with the exception of Singapore and Penang, is the only port under the British flag where Sunday labour in the shape of discharging and loading cargo is permitted without any restriction.

2.—The necessity of a seventh day of rest has for centuries been recognised by the laws and customs of our own country.

3.—Although the absence of restriction on Sunday work in this port, presses on many of us, as it deprives us of that which Englishmen have learnt to look upon as their just right, we are nevertheless powerless from our position to do otherwise than submit.

4.—Whereas in some cases our Shipping Owners at home do not encourage or absolutely prohibit our working their ships on Sunday, we are practically compelled to do so in this port on account of the excessive competition.

5.—The Sunday labour shows a tendency to increase. And thus not only are officers on board ship deprived of their day of rest, but also many clerks are compelled to work in their various offices ashore all the year round.

Having regard to these facts and bearing in mind that restriction was by no means unprecedented, witness for instance intermediate ports of call in Australia and the Coast ports in China, your petitioners humbly submit that the time has now arrived when some decisive step may be taken, and respectfully solicit that their day of rest may be assured them by legislation or otherwise.

And your petitioners will ever pray,

HONGKONG GENERAL CHAMBER OF COMMERCE

Hongkong, 24th April 1888.

Sir.—I beg on behalf of the Committee of this Chamber, to acknowledge the receipt of your letter dated 24th ultimo, and its enclosure, in reference to working in the Harbour of Hongkong on Sundays.

In reply, I am requested to inform you that the subject of your communication was brought before the Committee at a meeting held yesterday, and after full discussion of the merits of the case the following Resolution was passed unanimously:—

"That in the opinion of this Committee the objects sought to be obtained by the Rev. A. Gurney Goldsmith, as stated in his letter of 23rd March to the Chamber, were worthy of every encouragement, but, in view of the many conflicting interests involved, the Committee do not see their way to support legislation to compel total cessation of Sunday work in the Harbour, and unless an unyielding law applicable to all classes and nationalities of vessels be passed, it would be unfair."

The Committee would point out that the last clause in the petition to be presented to His Excellency the Governor, is somewhat misleading. It states:—

"Having regard to these facts and bearing in mind that restriction would be by no means unprecedented, witness for instance intermediate ports of call in Australia and coast ports in China."

The restrictions on Sunday work in the open Ports of China is confined to payment of £1.20, therefore the regulation is not so stringent as might at first sight appear from the clause in question.

I have the honor to be, Sir,
Your obedient servant,
(6d.) H. U. JEFFRIES,
Secretary.

Rcv. A. Gurney Goldsmith, Chaplain, St. Peter's (Seamen's) Church.

LOCAL AND GENERAL.

"INQUIRER'S" letter has been held over until to-morrow.

The "Gibb" Line steamer "Tamar" left Foochow on the 15th inst. with first tea for Melbourne.

A PARIS telegram dated the 8th inst. states that General Logerot has been appointed commander-in-chief of the 1st Army Corps.

The Ocean Steamship Co.'s steamer "Ortegas" from Liverpool for Singapore for Hongkong this afternoon, and is due on the 24th inst.

Mrs. Anna Henry Grimes, the successful candidate in a "competitive examination" has been appointed clerk at the Kowloon Observatory.

It is notified in the "Gazette" that the Coroner's Abolition Ordinance has received the Governor's assent.

DIVINE service was held at the Club Germania at 7 o'clock this evening to commemorate the death of the late Emperor Frederick III.

MR. GEORGE HOKSPPOOL's appointment as Acting Superintendent of the Fire Brigade, vice Mr. H. E. Weddhouse, doing duty as Colonial Treasurer, is officially gazetted.

MAGISTRATE.—So you admit having been engaged in making counterfeit money? Prisoner—Yes, your honor; you see the supply of the genuine article is so very, very short.

THE Funchow Echo is referring to the Li tea freight from Hankow, expresses the belief that in a short time the freight from Funchow to London will drop to an equally low rate.

The Portuguese gunboat Rio Lima, Commander Sto. Barbara, arrived yesterday from Macao to convey Governor da Costa and family, who are shortly expected from Timor, back to the Holy City.

We regret to hear of the death at Macao of Sr. Antonio d'Elga, who for a great many years was an esteemed employee of the Hongkong, Canton and Macao Steamboat Company in the capacity of purser, a position which he filled to the undivided satisfaction of passengers and employers alike.

MONSIEUR RICHARD, the Acting Governor-General of French Indo-China, was expected at Tonquin at the middle of the current month.

The Courrier d'Haiphong, in giving the news,

says: "M. Richard will find in Tonquin a thousand and one pending questions the solution of which is expected only from him. His presence is all the more necessary now, that the suppression of the Budget is calculated to disturb the ordinary routine of the public service by the incessant changes it will bring about."

WE would call attention to the alteration in the departure of the O. & O. steamer "Belis" for San Francisco via Yokohama. Instead of leaving as previously advertised, her departure has been postponed to Thursday the 21st inst.

It is the day of rest that is craved.

And now submitting it with all due respect to the thoughtful consideration of the Hongkong Chamber of Commerce,

I remain, Sir,

Your obedient servant,

A. GURNEY GOLDSMITH,

Seaman's Chaplain.

To H. U. Jeffries, Esq., Secretary, Hongkong Chamber of Commerce.

To His Excellency Sir William des Vieux, K.C.M.G., Governor, and Commander-in-chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same.

We the undersigned Master Mariners and Officers of Vessels trading to Hongkong, respectfully

beg Your Excellency's consideration to the

following facts:

THE N. C. Daily News learns from Hankow under date the 9th instant, that some 70,000 £-cheats more will complete the first crop, which will then stand at 80,000 £-cheats against 1,000,000 last year. While the tea-men have made good, and in some cases very large profits on fine teas, there has not been so much room for profit on the lower grades, and it is far from clear from the account of the occurrence in the Shanghai morning paper, and at an inquiry held by Capt. McEwan nothing definite was arrived at. The hapless marksmen, and other police officers, were roughly handled by a Chinese mob, and had some difficulty in escaping without injury.

A BILL has been introduced into the House of Commons for the purpose of keeping foreigners out of the British Pilot Service in the United Kingdom, and a considerable amount of agitation is also working in high quarters in the metropolis against the influx of indigent foreigners into London, who are objected to principally because they bring down the price of labour.

Investigations amongst the poor of the East end—in the neighbourhood of Whitechapel—have brought to light some distressing and highly

objectionable cases.

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Another alligator has turned up in the muddy waters of the Whangpoo. The interesting stranger was "bagged" by Capt. Friend and Mr. Lewis of Messrs. Jardine, Matheson & Co.'s receiving ship "Yuen Fah" on the 12th inst., the contents of a duck gun turning the saurian on his back, when he was lassoed and secured without much trouble. When taken on board the "Yuen Fah" the animal was still alive, but seriously disabled. He measured 6 ft. 6 inches in length, and will be handed over to the Shanghai Museum. The Mercury says: "It is supposed that the alligator was brought down from the country and let loose in the river, according to some superstitious custom which exists amongst the Chinese. It is fortunate for bathers that it has been caught and it will be well for them to be wary not to fall into the jaws of the kidney, of which there may be others in the neighbourhood. We saw a very fine specimen of an alligator being carried round the settlement in a basket this morning. It was about eight feet long; mouth and feet were carefully secured. The natives were asking \$5 for the reptile."

SAVING THE SYDNEY BULLETIN on the action of the Melbourne authorities in the Afghan coolie business. The Victorian Government has told the Chinese to leave the colony for the sake of the Chow. It became necessary for Gillies and Co. to say something to the Chow, somehow, in the way of an intimation that he was a nasty, undesirable animal, and not to be allowed to remain in the colony.

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The Hongkong Telegraph.

MONDAY, JUNE 18, 1888.

No. 1956.

SIX DOLLARS
PER QUARTER.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORIZED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 42, THREADNEEDLE-STREET,
LONDON.
BANCHEES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT;
Buys and Sells BILLS OF EXCHANGE;
Issues LETTERS OF CREDIT, forwards BILLS for
COLLECTION, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months per Cent. per Annum.

ON CURRENT DEPOSIT ACCOUNTS
2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL
BANK CORPORATION, in Liquidation, or the
BALANCE of such claims, purchased on
advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE
SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-in Capital £7,500,000.
Reserve Fund 3,900,000.

RESERVE LIABILITY OF
PROPRIETORS 7,500,000.

COURT OF DIRECTORS:
Chairman, Hon. JOHN BELL-IRVING.
Deputy Chairman—W. H. FORBES, Esq.
C. D. BOTTERLY, Esq.
SC. MICHAELSEN, Esq.
W. G. BIGGIE, Esq.
J. S. MOSES, Esq.
H. L. D'ARCY-MEE, Esq.
B. LAVION, Esq.
Hon. A. P. MCEWEN, Esq.

CHIEF MANAGER,
HONGKONG—THOMAS JACKSON, Esq.

MANAGER,
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per cent. per Annum on the
daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per cent. per Annum.
For 6 months, 4 per cent. per Annum.
For 12 months, 5 per cent. per Annum.

LOCALILLS DISCOUNTED.

CREDITS granted on approved Securities
and every description of BANKING and
EXCHANGE business transacted.

DRAFFTS granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th April, 1888.

**RULES
OF THE
HONGKONG SAVINGS
BANK.**

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3½ SATURDAYS, 10 to 1.

2.—SUMS LESS THAN \$1, OR MORE THAN \$50 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may, at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked on HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1888.

NOTICE.
WE have this day authorized Mr. JULIUS KRAMER to sign our Firm.

ARNHOLD, KARBERG & Co.
Hongkong, 13th June, 1888.

NOTICE.

MY INTEREST and RESPONSIBILITY in the
Firm of HAHN, PIIRON & Co. has
ceased from this day.

E. FIRON,
Hongkong, 1st June, 1888.

I HAVE this day taken over the Business of
HAHN, PIIRON & Co., and will carry on
the same in future under the style of

A. HAHN,
Dealer in Pianos and Musical Instruments.
Hongkong, 1st June, 1888.

Intimations.

IMPAIRED VISION.

MR. LAWRENCE, of the Firm of LAWRENCE and MAYO, OPHTHALMIC OPTICIANS, of London, Calcutta, and Bombay, may be expected in Hongkong on or about the 1st July. Due notice of Mr. LAWRENCE'S arrival will be given.

Singapore, 6th June, 1888.

**THE HONGKONG HIGH LEVEL
TRAMWAYS COMPANY,
LIMITED.**

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

THE CARS RUN as follows between St. JOHN'S PLACE and VICTORIA GAP:

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. half hour.
4 to 8 P.M. quarter of an hour.

SUNDAYS,

past 12 to 1 past one every quarter of an hour,
and from 4 to 8 P.M. every quarter of an hour.

Single Tickets may be obtained in the Cars.

Gentlemen are requested NOT TO SMOKE in the First-class Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at \$12.00; and Tickets for six trips up and six trips down, at \$2.50; Five-Cent Coupons and Reduced Tickets may be obtained at the Office of the GENERAL MANAGERS.

Hongkong, 14th June, 1888.

**HONGKONG & CHINA GAS COMPANY,
COMPANY.**

THE TRANSFER BOOKS of this Company will be CLOSED from the 9th to the 23rd instant, both days inclusive.

F. W. CROSS,
Manager.

Hongkong, 8th June, 1888.

**THE HONGKONG AND KOWLOON
WHARF AND GODOWN COMPANY,
LIMITED**

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order,

ISAAC HUGHES,
Secretary.

Hongkong, 20th April, 1888.

NOTICE.

PUNJOM & SUNGIEH DUA SAMANTAN
MINING COMPANY, LIMITED.

NOTICE is hereby given that the Undersigned fully Paid up Share Certificates were destroyed by Fire at Fodchow on the 5th January, 1888.

CREDITS granted on approved Securities and every description of BANKING and EXCHANGE business transacted.

DRAFFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 25th April, 1888.

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FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

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Chief Manager.

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